

AMENDMENTS TO THE CLAIMS:

Please amend the Claims as follows:

1. **(Previously Presented)** A hybrid vehicle comprising:

an engine and a primary motor as a drive source for running the vehicle;

a secondary motor that is free from being used as the drive source for running the vehicle; and

a switching unit for controlling the primary motor and the secondary motor via a common inverter,

wherein the switching unit is disposed between the common inverter and the primary and secondary motors, and

wherein the secondary motor is an auxiliary unit driving motor, and wherein when the secondary motor is required to be driven while the vehicle is being driven by the primary motor with the engine being stopped, the inverter is switched to drive the secondary motor by the switching unit after the engine has been started up and the primary motor has been stopped.

Claims 2-3 **(Canceled)**.

4. **(Previously Presented)** A hybrid vehicle comprising:

an engine and a primary motor as a drive source for running the vehicle;

a secondary motor that is free from being used as the drive source for running the vehicle; and

a switching unit for controlling the primary motor and the secondary motor via a common inverter,

wherein the switching unit is disposed between the common inverter and the primary and secondary motors, and

wherein the secondary motor is an auxiliary unit driving motor, and

wherein when the primary motor is required to be driven while an auxiliary unit is being driven by the secondary motor, the inverter is switched to drive the primary motor by the switching unit after the secondary motor has been stopped, and the auxiliary unit which has been driven by the secondary motor is then driven by the engine.

5. **(Previously Presented)** The hybrid vehicle according to claim 1, wherein the secondary motor is at least one of a motor that drives a compressor of an air conditioner, a motor that drives an oil pump, and a motor that starts the engine.

Claims 6-7 **(Canceled)**.

8. **(Previously Presented)** A method for controlling a hybrid vehicle including an engine and a primary motor as a drive source for running the vehicle, and a secondary motor that is free from being used as the drive source for running the vehicle, the method comprising:

disposing a switching unit between a common inverter and the primary and secondary motors; and

controlling the primary motor and the secondary motor via the common inverter,
wherein the secondary motor is an auxiliary unit driving motor, and
wherein the controlling step includes using the switching unit to switch the inverter
to the secondary motor from the primary motor after the engine has been started up and
the primary motor has been stopped, in the event that the secondary motor is required to
be driven while the vehicle is being driven by the primary motor with the engine being
stopped.

9. **(Previously Presented)** A method for controlling a hybrid vehicle
including an engine and a primary motor as a drive source for running the vehicle, and a
secondary motor that is free from being used as the drive source for running the vehicle,
the method comprising:

disposing a switching unit between a common inverter and the primary and
secondary motors; and

controlling the primary motor and the secondary motor via the common inverter,
wherein the secondary motor is an auxiliary unit driving motor, and

wherein the controlling step includes using the switching unit to switch the inverter
to the primary motor from the secondary motor after the secondary motor has been
stopped, and an auxiliary unit which has been driven by the secondary motor is then
driven by the engine, in the event that the primary motor is required to be driven while the
auxiliary unit is being driven by the secondary motor.

10. **(Previously Presented)** A hybrid vehicle comprising:
an engine and a primary motor as a drive source for running the vehicle;
a secondary motor; and
a switching unit for controlling the primary motor and the secondary motor via a common inverter,
wherein the secondary motor is an auxiliary unit driving motor, and
wherein when the secondary motor is required to be driven while the vehicle is being driven by the primary motor with the engine being stopped, the inverter is switched to drive the secondary motor by the switching unit after the engine has been started up and the primary motor has been stopped.

11. **(Previously Presented)** The hybrid vehicle according to claim 10, wherein the secondary motor is at least one of a motor that drives a compressor of an air conditioner, a motor that drives an oil pump, and a motor that starts the engine.

12. **(Previously Presented)** A hybrid vehicle comprising:
an engine and a primary motor as a drive source for running the vehicle;
a secondary motor used; and
a switching unit for controlling the primary motor and the secondary motor via a common inverter,
wherein the secondary motor is an auxiliary unit driving motor, and

wherein when the primary motor is required to be driven while an auxiliary unit is being driven by the secondary motor, the inverter is switched to drive the primary motor by the switching unit after the secondary motor has been stopped, and the auxiliary unit which has been driven by the secondary motor is then driven by the engine.

13. **(Previously Presented)** The hybrid vehicle according to claim 12, wherein the secondary motor is at least one of a motor that drives a compressor of an air conditioner, a motor that drives an oil pump, and a motor that starts the engine.

14. **(Previously Presented)** A method for controlling a hybrid vehicle including an engine and a primary motor as a drive source for running the vehicle, and a secondary motor, the method comprising:

controlling the primary motor and the secondary motor via a common inverter, wherein the secondary motor is an auxiliary unit driving motor, and

wherein the controlling step includes switching the inverter to the secondary motor from the primary motor after the engine has been started up and the primary motor has been stopped, in the event that the secondary motor is required to be driven while the vehicle is being driven by the primary motor with the engine being stopped.

15. **(Previously Presented)** A method for controlling a hybrid vehicle including an engine and a primary motor as a drive source for running the vehicle, and a secondary motor used, the method comprising:

controlling the primary motor and the secondary motor via a common inverter, wherein the secondary motor is an auxiliary unit driving motor, and

wherein the controlling step includes switching the inverter to the primary motor from the secondary motor after the secondary motor has been stopped, and an auxiliary unit which has been driven by the secondary motor is then driven by the engine, in the event that the primary motor is required to be driven while the auxiliary unit is being driven by the secondary motor.

16. **(Currently Amended)** The hybrid vehicle according to claim 4, wherein the secondary motor is at least one of a motor that drives a compressor of an air conditioner[[,]] and a motor that drives an oil pump,~~and a motor that starts the engine.~~